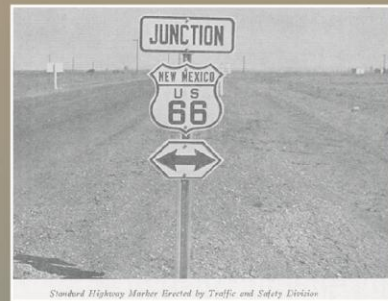
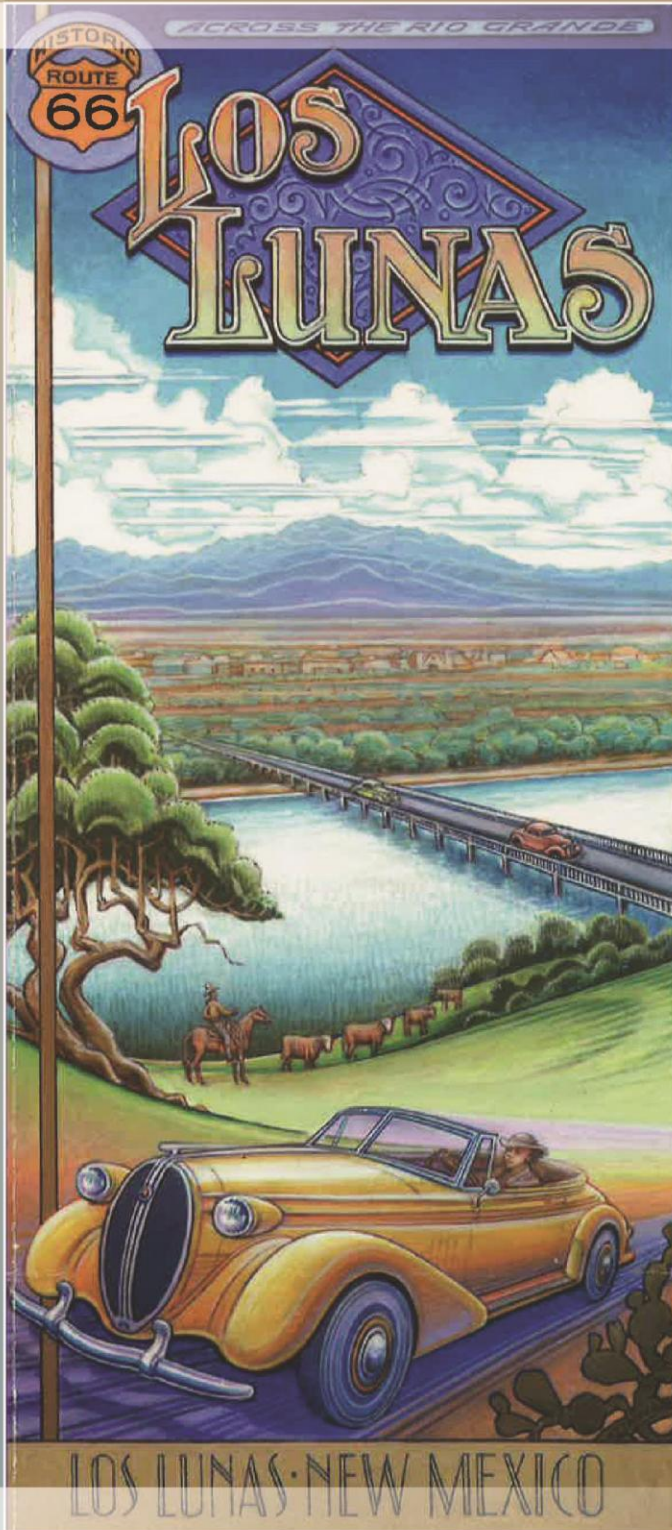


Los Lunas Route 66

Scenic Byway Corridor Management Plan



Prepared for:



Prepared by:

**PARSONS
BRINCKERHOFF**



RESOLUTION NO. 15-14

A RESOLUTION OF THE LOS LUNAS ADOPTING THE VILLAGE OF LOS LUNAS ROUTE 66 SCENIC BYWAYS CORRIDOR MANAGEMENT PLAN.

WHEREAS, THE VILLAGE OF LOS LUNAS COUNCIL, the governing body of the Village of Los Lunas, has retained the authority to adopt master plans for the physical development of areas within its planning and platting jurisdiction as authorized by Chapter 3, Article 19, NMSA 1978, and

WHEREAS, Chapter 3, Article 19 permits the adoption of a master plan in parts provided that the part corresponds with one of the functional subdivisions of the subject matter of the plan or any part thereof, and

WHEREAS, the Planning and Zoning Commission, acting as advisor to the Village in matters related to planning has reviewed and recommended the Los Lunas Route 66 Scenic Byways Corridor Management Plan; and

WHEREAS, the Los Lunas Route 66 Scenic Byways Corridor Management Plan has been developed in accordance with findings of supporting studies, public input, and in response to the desire and needs of the Village; and

WHEREAS, adoption by the Village of Los Lunas Mayor and Council demonstrates their commitment to historic preservation, heritage tourism, and achieving the goals outlined in the Los Lunas Route 66 Scenic Byways Corridor Management Plan.

NOW THEREFORE, BE IT RESOLVED, by the governing body of the Los Lunas, New Mexico, that:

That the Village of Los Lunas adopts the Los Lunas Route 66 Scenic Byways Corridor Management Plan.

PASSED, APPROVED AND ADOPTED this 20 day of August, 2015.


Charles Griego, Mayor

ATTEST:


Gregory D. Martin, Village Administrator

Scenic Byway Corridor Management Plan

Village of Los Lunas, Valencia County, New Mexico

Prepared for
Village of Los Lunas
660 Main St NW
Los Lunas, NM 87031

Submitted by
Parsons Brinckerhoff
6100 Uptown Boulevard NE, Suite 700
Albuquerque, NM 87110

May 2015

Scenic Byway Corridor Management Plan

Village of Los Lunas, Valencia County, New Mexico

ACKNOWLEDGMENTS

VILLAGE COUNCIL

Charles Griego, Mayor

Amanda Perea, District 1

Gino M. Romero, District 2

Gerard Saiz, District 3

Paulette Sanchez-Montoya, District 4

PLANNING & ZONING COMMISSION

Stephanie Williams, Chairwoman

Frank Vigil, District 1

Terry Ulibarri, District 2

Walter Baca, District 3

David Crawford, District 4

VILLAGE STAFF

Christina Ainsworth, Community Development Director

Nathaniel Feddes, Special Projects Planner – Project Lead

Cynthia Shetter, Library Director

CONSULTANTS

PARSONS BRINCKERHOFF

Jeff Fredine, Environmental Planner – Project Manager

Cheryl Wagner, LEED AP, Planner I

Funding for the Scenic Byway Corridor Management Plan was made available through the Federal Highway Administration, New Mexico Department of Transportation and the Village of Los Lunas.





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INTRODUCTION

Historic Route 66 extends through New Mexico and has been identified as an All-American Road and a National Scenic Byway. This designation requires a corridor management plan (CMP), developed with community involvement, that provides for conservation and enhancement of the scenic byway's intrinsic qualities while at the same time promoting tourism and economic development (Federal Register Volume 60 [96]).

Scenic Byways CMP Requirements: Federal Register Vol. 60 (96)

- 1) Corridor map***
- 2) Assessment of intrinsic qualities***
- 3) Strategy to maintain these qualities***
- 4) Schedule and listing of agency, group, & individual responsibilities for implementation***
- 5) Strategy for enhancing development***
- 6) Plan for on-going public participation***
- 7) Safety and accident review***
- 8) Plan to accommodate commerce and maintain appropriate highway operation***
- 9) Minimization of intrusions on the visitor experience***
- 10) Compliance with outdoor advertising laws***
- 11) Signage plan to support visitor experience***
- 12) Narrative on positioning the byway for marketing***
- 13) Discussion of design standards and their effect on intrinsic qualities***
- 14) Description of plans to interpret significant resources***

While New Mexico has a state-wide Route 66 CMP, it contains little information specific to Los Lunas. In contrast, **this CMP is focused solely on the Village of Los Lunas.** It identifies the character-defining qualities unique to the Village and presents strategies for maintaining and enhancing these qualities.

While most of historic Route 66 in New Mexico travels through rural lands occasionally punctuated by urban areas, *Los Lunas represents the unique experience of an agricultural community in the Rio Grande Valley.* The north-south alignment (pre-1937) of the Route followed the Camino Real along the Rio Grande between Santa Fe and Los Lunas. This original route allows travelers to experience more of the traditional New Mexican travel patterns which followed sources of water, paralleled existing railroad right-of-ways, and connected small towns.

This document addresses all required elements of a CMP—as indicated in the call out box to the side—and is organized into the broad categories of “Existing Conditions” and “Enhancements” followed by a description of public participation

efforts and a final summary. Rather than a sequential step-by-step plan, this CMP is designed more like a tool box of recommended projects and funding sources that can be used in various combinations to encourage tourism and economic development as well as preserve and enhance Route 66 within the Village.

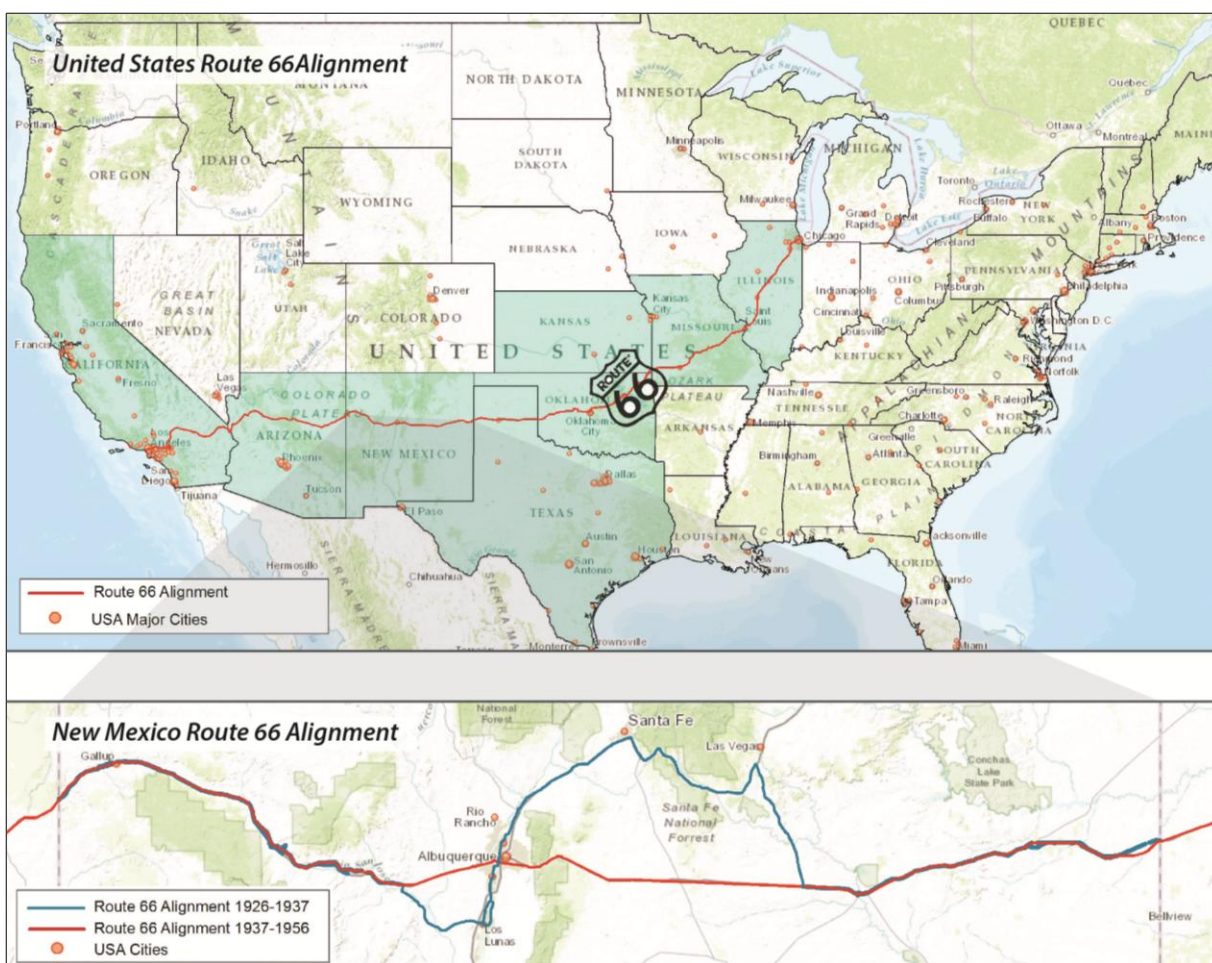


EXISTING CONDITIONS

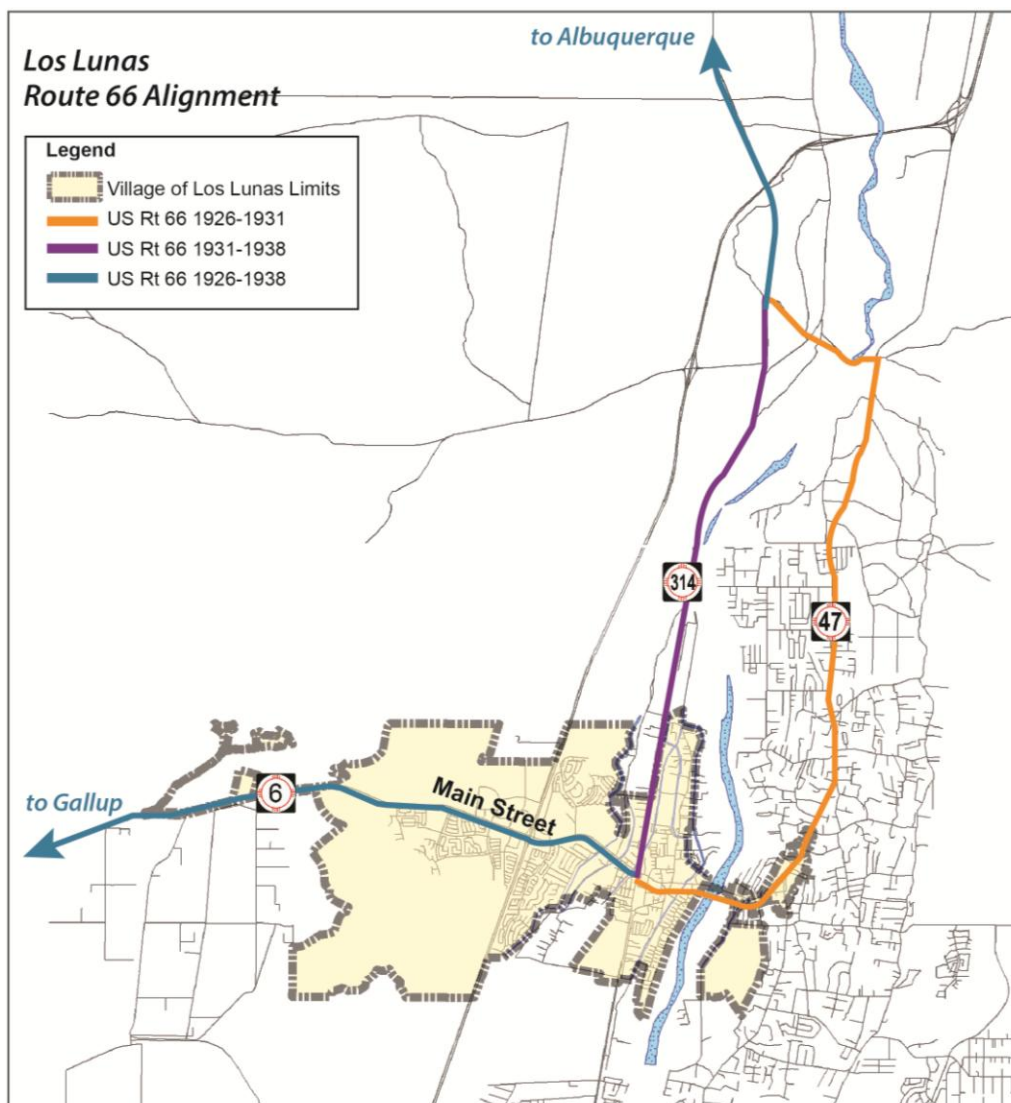
This section establishes an historic context for the corridor, identifies specific features that exemplify these qualities, and provides additional information pertaining to the existing condition of the byway within Los Lunas.

Historic Context

Much of the intrinsic qualities of the byway are related to the rich history of Route 66. As such, this historic summary is provided as a context for defining intrinsic qualities and features. Because Route 66 history has been covered in detail by Wallis (1990), Kammer (1992; 2003), Cassity (2004), and others, this literature review is intended to touch on only broad national developments with an increasing focus on the route through New Mexico and Los Lunas. (See the following figures for maps of the Route 66 alignments.)

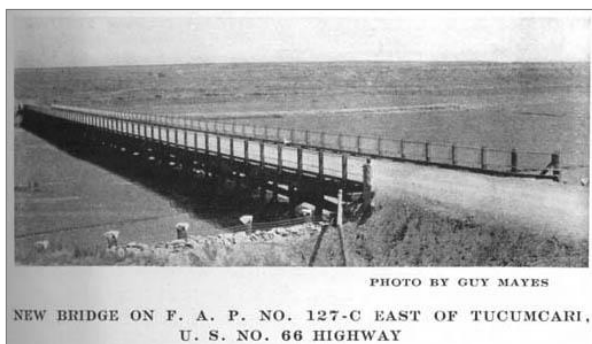


Route 66 alignments in the United States and in New Mexico over time



Route 66 alignments through the Village of Los Lunas. This Corridor Management Plan (CMP) is focused on the alignments within the Village limits.

Route 66 in America



Route 66 new construction, 1932

With the Federal Aid Post Road Act of 1916, the federal government began matching state money for the purpose of developing roads. Later, in 1925, the federal government was again involved with roadwork as they enacted a more comprehensive version of the bill and began a numbering system for federal roads (Kammer 1992:25). As part of this program,



roads spanning the eight states of Illinois, Missouri, Kansas, Oklahoma, Texas, New Mexico, Arizona, and California were designated as Route 66.

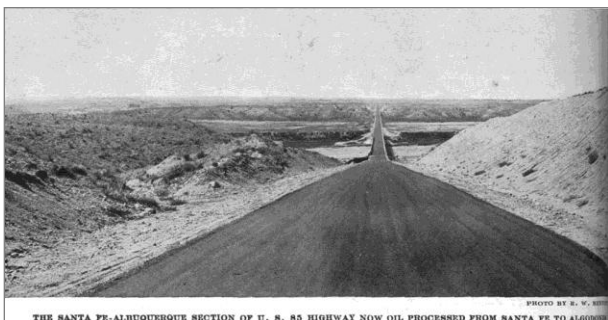
Extending from Chicago to Los Angeles, the road maintained a roughly diagonal course across the country rather than a straight east/west route. This was intended to connect previously isolated rural towns with larger urban areas, enabling the transport of produce and other goods (National Historic Route 66 Federation 2006).

The early years of Route 66 saw aggressive and inventive promoters actively promoting the route. The best known of these men was C.C. Pyle who organized a foot race as a publicity stunt in 1928. Known as the “Bunion Derby,” it covered the entire length of Route 66 and was won by a Native American from Oklahoma named Andy Payne (Wallis, 1990).

During the dustbowl and depression years, an estimated 210,000 people traveled the route to California in search of work. These years, from 1933 to 1938, also saw the employment of thousands of young men as road-gang laborers paving the last stretches of Route 66. And, by 1938 the road was continuously paved (Cassity 2004; National Historic Route 66 Federation 2006). The completion of this continuously paved road not only provided an essential mobility for the military during World War II, but also fueled auto-tourism as post-war economic prosperity continued to increase.

The need for National defense, along with this increased road use, prompted Dwight D. Eisenhower to emulate what he called “...the superlative system of German national highways crossing that country and offering the possibility, often lacking in the United States, to drive with speed and safety at the same time,” (National Historic Route 66 Federation 2006). With the resulting 1956 Federal Aid Highway Act, interstate construction began to bypass portions of Route 66. The U.S. 66 designation was officially decommissioned in 1985, shortly after the final piece of interstate bypassed the road in Williams, Arizona (National Historic route 66 Federation 2006).

Route 66 in New Mexico



Route 66 looking South from Santa Fe to Algodones, 1933

The official New Mexico Road Map from 1914 shows the pre-Route 66 corridor composed of several different highways. This 507-mile New Mexico alignment was designated Route 66 in 1926. The route maintained a mostly east/west orientation with the exception of a large “S” curve through the middle of the state. The curve started just west of Santa Rosa, headed north then west into Santa Fe, south



through Albuquerque to Los Lunas, and then curved back northward toward Grants, Gallup, and the Arizona state line. This “S” curve alignment is indicative of early road building practices which followed railroad grades and connected the small towns along those routes (Kammer 2003: 9-11). (See the Route 66 alignments on page 2.)

Efforts to develop cut offs to shorten this “S” alignment began almost as soon as Route 66 was designated. During the last days of his term, Governor Arthur Hannett ordered a road to be developed between Santa Rosa and Moriarty in 1926. Likewise, Albuquerque Mayor Clyde Tingley and others were calling for a road directly west from Albuquerque to Laguna. As a result of continual conversation and many petitions to the State Highway Commission, the realignments were officially listed as Route 66 in 1937 (Kammer 2003). Post-1937, Route 66 became an income generator of its own, allowing services that supported the roadway to be independent of existing communities.

The realignment of Route 66 is noted in the 1938 New Mexico Road Map below. The former alignment from Santa Rosa to near Las Vegas is now listed as U.S. Highway 84 while the portion from Las Vegas through Albuquerque is listed as U.S. Highway 85. New Mexico State Route 6 is now limited to the small portion of road extending from Los Lunas northwestward toward the Laguna Reservation.



This 1938 map shows US Route 66 re-aligned from Albuquerque. The previous north-south routes to Los Lunas re-labeled as US Route 85 (west of the Rio Grande) and NM Route 47 (east of the Rio Grande). The previous US Route 66 west from Los Lunas was re-labeled NM Route 6.

Relative to the major developments of the late 1930s, road building in the early 1940s was greatly reduced due to World War II. The Biennial Report of the State Highway Engineer for 1943 and 1944 bluntly states, “World War II has stopped the normal processes of highway construction and reconstruction,” (Healy 1944:10). Healy notes that due to the



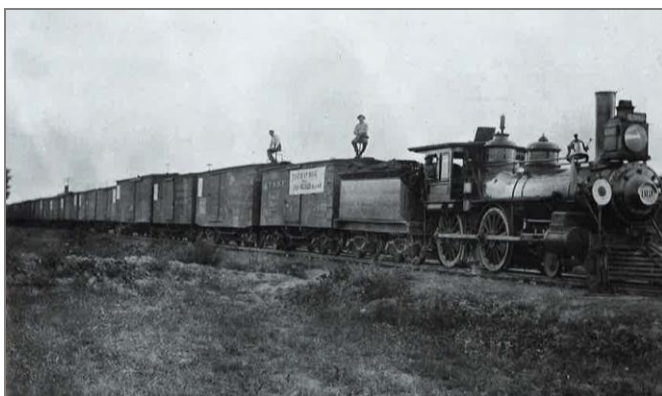
war effort and the associated shortage of labor and funds, only roads approved by the Army, Navy, and War Production Board were built.

New Mexico had anticipated the passage of the 1956 Federal Highway Act and had already begun planning interstate highway projects. As a result, New Mexico initially led the Nation in percentage of Federal funds under contract (Wilson 1956:11). Although the road-building emphasis was on interstate construction, the Federal Aid Highway Act also provided for continued development of additional highways. This established a trend of initially expanding and then eventually bypassing Route 66.

Although Route 66 continued to function for several years after the initiation of the interstate system, the final New Mexico segments were bypassed in Gallup and Tucumcari in 1981 (Kammer 1992).

Route 66 in Los Lunas

The Los Lunas area was part of the San Clemente land grant given to Doña Ana Sandoval de Manzaneras, and then inherited by Don Felix Candelaria in 1716. In approximately 1750, this land was purchased by the Luna family, for which the village is named. The Luna and Otero families, united through marriage and centered in Los Lunas, controlled ranching, business, and political activity in all of New Mexico until the 1930s.



The Village of Los Lunas was an established railroad economy (Courtesy of Los Lunas Museum of Heritage and Arts)

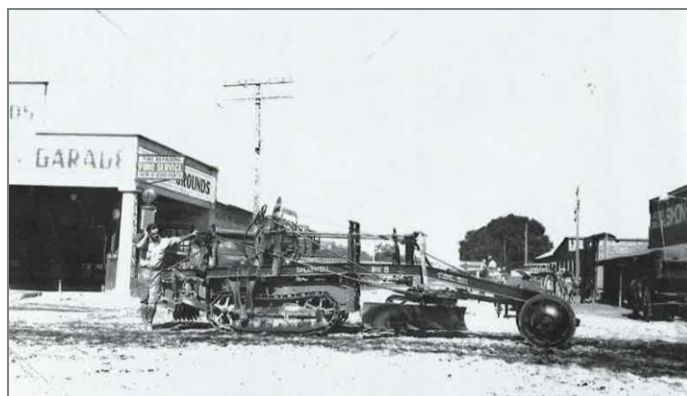
The railroad came to Los Lunas in 1881, at a time when Los Lunas, Albuquerque, and Bernalillo were about the same size in population and economic activity. The railroad allowed for a much broader exchange of services outside of the village, however most travel within the village was accomplished with horses or on foot. The first automobile arrived in Los Lunas around 1910, but poorly maintained dirt roads still made automobile travel difficult. “The first

automobile in Los Lunas was owned by Dr. William Wittwer, who used his car to make house calls. At first, he could only use the car to serve patients on the west side of the Rio Grande, because there was no bridge across the river until 1927” (Burr 2012: 62) when Main Street became part of US Route 66.

The original US highway system was built largely along pre-existing railroad alignments. In this way, railroad station communities such as Los Lunas were the first general locations that supported highway travelers with services. As such, many of Los Lunas’ historic



structures, such as the Luna Mansion or the Romero Cafe, pre-date the Route 66 designation but were also present during the Route 66 years and served travelers.



A Spearwell "Big 8" one-man grader in 1928, grading the intersection of Main Street and Los Lentos Road in Los Lunas (Courtesy of Los Lunas Museum of Heritage and Arts)



A typical Route 66 tourist facility in Los Lunas. (Courtesy of Los Lunas Museum of Heritage and Arts)

Once Main Street was designated Route 66, the number of vehicles passing through Los Lunas escalated. "The number of vehicles traveling between Albuquerque and Gallup climbed from 486 per day during September 1926 to 676 per day during October 1928". (New Mexico Highway Journal Oct. 1926:13; Dec. 1928:17). Route 66 brought hundreds of thousands of travelers through the Village of Los Lunas during the 10 years before it was re-routed, spurring the creation of many businesses such as garages, hotels, and cafes designed to serve the motoring population.

Kammer has documented in *Route 66 Through New Mexico Re-survey Report* (2003) the location of the earliest Route 66 alignment as it traveled through Los Lunas. The original alignment headed southward from Albuquerque on the west side of the Rio Grande on what is now Isleta Boulevard, crossed the river at the Isleta Pueblo, traveled south on NM

47, and then re-crossed the Rio Grande on NM 6/Main Street heading west through Los Lunas and eventually west toward the Laguna Pueblo. However, this alignment only existed for about 5 years and then was re-routed to stay on the west bank of the Rio Grande along what is now NM 314 to remove the two additional crossings of the river below the Albuquerque Barelas Bridge. This alignment shift is seen in the 1927 and 1933 roadway maps presented on the next page.

Since the character of the pre-1937 Route 66 roadway was that of large expanses of rural lands connected by relatively isolated communities, a similar character remains in Los Lunas. Once the roadway was re-aligned to form a more direct east/west route through



the state, auto-oriented commercial development in Los Lunas slowed, leaving a largely agricultural economy to continue as it had for centuries before the automobile.



This 1927 map shows the Route 66 highway crossing the Rio Grande River at Isleta Pueblo, heading south on the east side of the river, and then crossing again at Los Lunas. At this time, there was no roadway heading directly west from Albuquerque.



This 1933 map (and subsequent maps until 1938) show the US Route 66 highway re-aligned to the west of the river with NM Route 47 labeled on the east side of the river, and a less improved roadway, NM Route 6, heading west from Albuquerque.



Intrinsic Qualities within the Corridor

Within the context of Los Lunas, the following features have been identified as providing a tangible connection to the history and culture described above. These features exemplify the intrinsic qualities of the Statewide Route 66 Scenic Byway and convey the significance and importance of the area.

Intrinsic qualities on the Route 66 Scenic Byway are divided into three categories:

- **Historic Qualities** such as historic structures and buildings
- **Cultural Qualities** such as historic acequias
- **Scenic Qualities** such as areas with high scenic value

The most prominent features evident from the Route 66 roadway within the Los Lunas Village limits are included in the tables below and on the *Intrinsic Qualities Maps* on the following pages.

While Los Lunas has several notable historic structures not visible from the Route 66 roadway such as the old Los Lunas Training School and the old Los Lunas High School, these were not identified in this plan since they are outside of the visible Route 66 roadway limits and therefore outside the scope of this project. However, these structures contribute to the historic nature of the Village and constitute a valuable resource for future historic preservation efforts.

Historic Qualities

| Code | Name | Address | Comments |
|------|--|--------------------|---|
| H1 | Otero Service Station / Phillips Service Station / Sam's Tire and Lube | 100 Main Street NW | <ul style="list-style-type: none"> • Currently vacant • Constructed in 1923 • National & NM state registered property • Represents the early stages of gas station design when domestic (house-like) architectural characteristics were used to inspire customer loyalty. One of the few remaining examples of this type in the state. |
| H2 | Tranquilino Luna House | 110 Main Street SW | <ul style="list-style-type: none"> • Currently Luna Mansion Restaurant • Constructed in the early 1880s • National & NM state registered property • Home to one of the founding families (Luna) • Large stately 14-room Victorian home constructed of adobe terrones • Significant Los Lunas feature during the Route 66 era and beyond |



| | | | |
|-----|-------------------------------|--------------------------------|--|
| H3 | Wittwer House | 144 Main Street NW | <ul style="list-style-type: none"> Currently Teofilo's Restaurant National & NM state registered property Constructed between 1904-1917 Home of the prominent NM physician Dr. Wittwer Retains a highly visible location on Main Street which complemented a physician's profession, and would have been important during the Route 66 era. |
| H4 | Paia Romo Café / White Café | 120 Main Street NW | <ul style="list-style-type: none"> Currently Teri's Sweet Garden Constructed in 1928 NM state registered property Associated with one of the long-time Village families - Romero Associated with commercial development in the Village during the Route 66 era |
| H5 | Huning Merchantile | 604 Main Street SE | <ul style="list-style-type: none"> Currently Leftovers, Etc. NM state registered property Used as a general mercantile department store since the 1920s North and west sides built prior to 1840 and used as a house. East and south sides added by Louis Huning in the 1840s. |
| H6 | Los Lunas US Post Office | 235 Main Street SE | <ul style="list-style-type: none"> Currently Law Offices Historic structure that contributes to streetscape |
| H7 | Museum of Heritage & Arts | 251 Main Street SE | <ul style="list-style-type: none"> Currently Los Lunas Museum of Heritage and Arts Historic structure that contributes to streetscape |
| H8 | Los Lunas Special Services | 423 Main Street NE | <ul style="list-style-type: none"> Originally Los Lunas Middle School Historic structure that contributes to streetscape |
| H9 | El Rancho de Valencia | 325 Main Street SW | <ul style="list-style-type: none"> Historic structure that contributes to streetscape |
| H10 | Gallegos / Acoma Station Site | Just west of Luna Mansion | <ul style="list-style-type: none"> Remaining vacant house is likely the Gallegos residence which was attached to Acoma Service Station & Motel. Adjacent vacant parking lot, site of motel which has since been removed, could be used for tourism parking |
| H11 | Vacant commercial structure | North of Otero Service Station | <ul style="list-style-type: none"> Adjacent to Otero Service Station Historic structure that contributes to streetscape |
| H12 | Service Station | NM 314 | <ul style="list-style-type: none"> Construction date is unclear, however its auto-service function on NM 314 contributes to a sense of Route 66 travel |
| H13 | Historic structure | NM 314 | <ul style="list-style-type: none"> Small informal front parking lot suggests use during Route 66 era Historic structure that contributes to streetscape |
| H14 | Historic structure | NM 314 | <ul style="list-style-type: none"> Historic home; proximity to H15 suggests the buildings are associated |



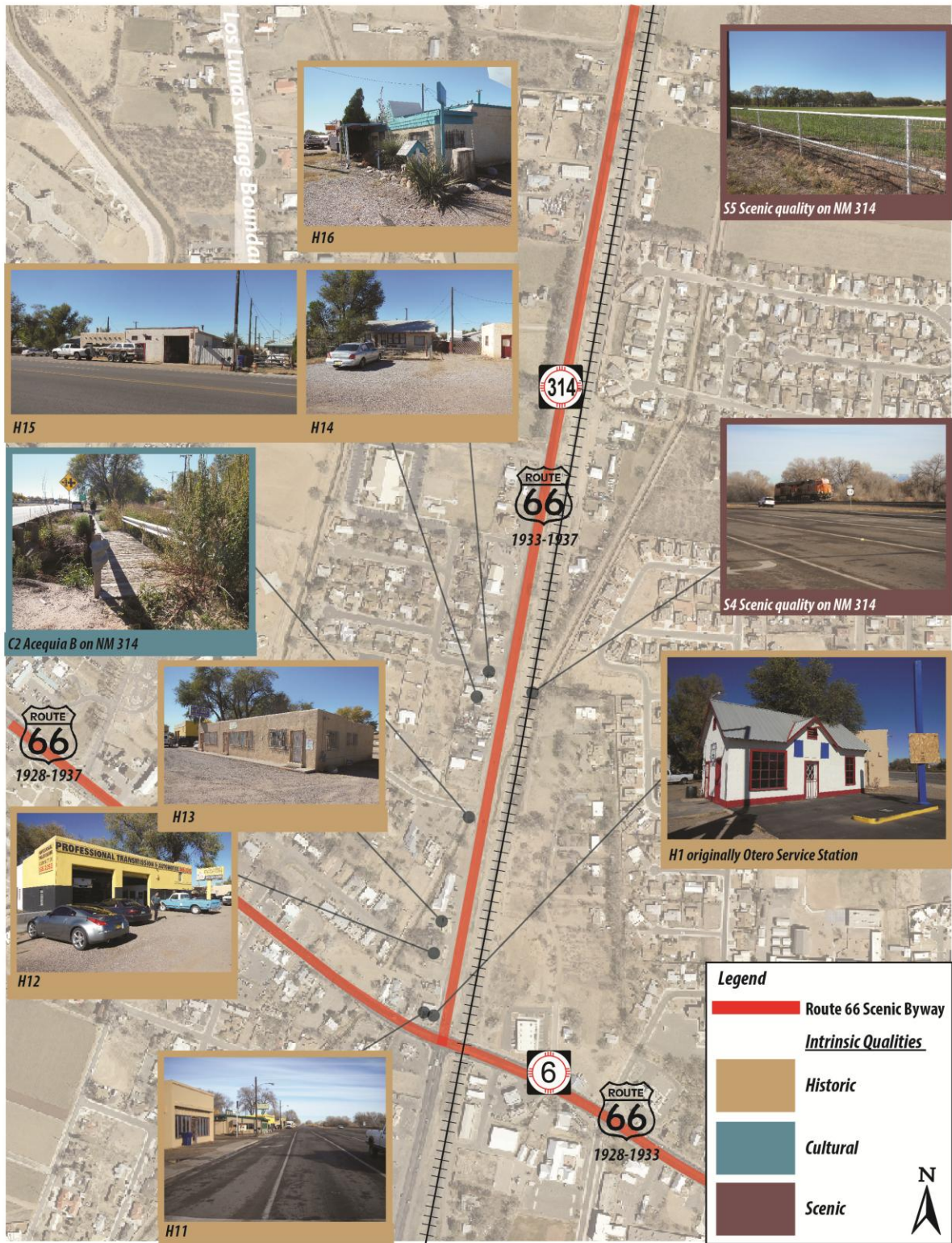
| | | | |
|-----|--------------------|---------------------------|--|
| H15 | Historic structure | NM 314 | <ul style="list-style-type: none"> Construction date is unclear, however its auto-service function on NM 314 contributes to a sense of Route 66 travel Small informal front parking lot suggests use during Route 66 era Historic structure that contributes to streetscape |
| H16 | Historic structure | NM 314 | <ul style="list-style-type: none"> Has unique quirky architectural feature Small informal front parking lot suggests use during Route 66 era |
| H17 | Water Tower | Museum of Heritage & Arts | <ul style="list-style-type: none"> Historic structure that contributes to streetscape |

Cultural Qualities

| Code | Name | Address | Comments |
|------|-------------------------|---------------------------|--|
| C1 | Acequia crossing NM 6 | West of Wittwer House | <ul style="list-style-type: none"> Acequias provide a tangible link to agricultural heritage Provides habitat and walking paths through the heart of the village |
| C2 | Acequia crossing NM 314 | North of H13 along NM 314 | <ul style="list-style-type: none"> Acequias provide a tangible link to agricultural heritage Provides habitat and walking paths through the heart of the village |

Scenic Qualities

| Code | Name | Address | Comments |
|------|------------------------------------|--------------|---|
| S1 | West edge of Village | Along NM 6 | <ul style="list-style-type: none"> Original rural character as heading west toward Laguna Pueblo 2-lane roadway, undeveloped with views of hills and mountains |
| S2 | Main Street Memorial Park | Along NM 6 | <ul style="list-style-type: none"> Open space creates opportunities for travelers to rest and provides space for interpretive displays |
| S3 | Rio Grande Crossing and River Park | Along NM 6 | <ul style="list-style-type: none"> Bridge has been replaced in recent years Consistent with original Route 66 alignment Scenic river crossing contributes to the feeling of historic automotive travel |
| S4 | Views of Railroad from NM 314 | Along NM 314 | <ul style="list-style-type: none"> Creates a feeling of historic travel |
| S5 | North edge of Village | Along NM 314 | <ul style="list-style-type: none"> 2-lane roadway adjacent to fields and railroad Historic agricultural character |



Intrinsic Qualities Map (NM 314)



Intrinsic Qualities Map (NM 6)

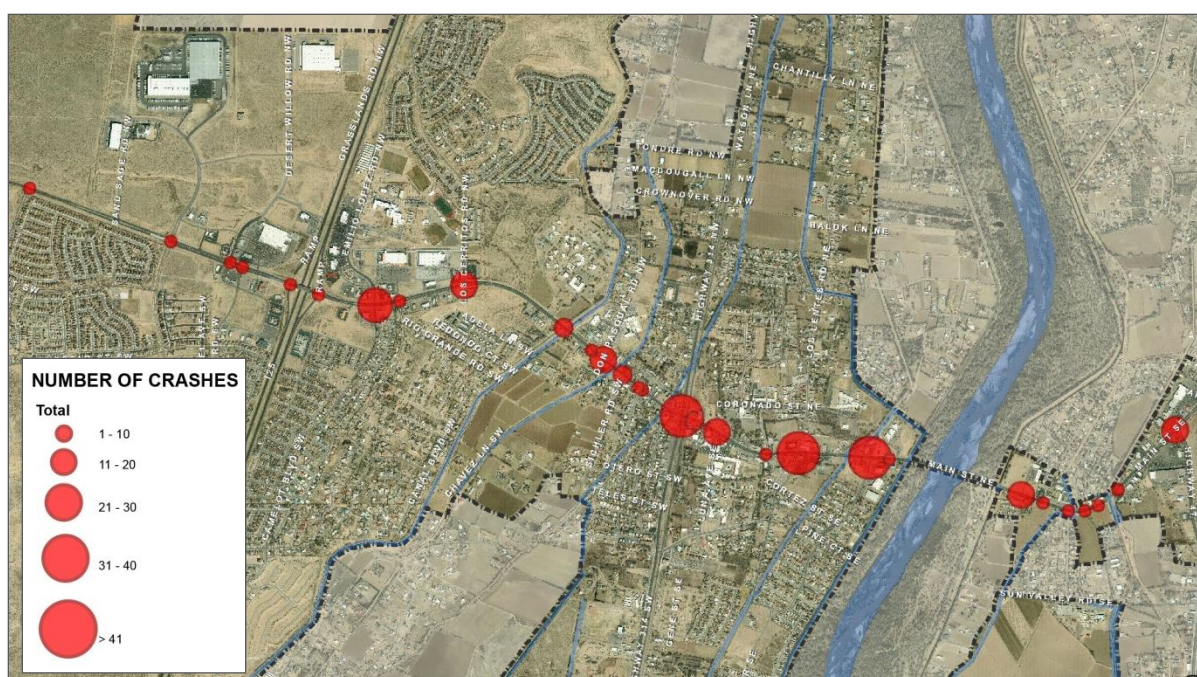


Safety and Accident Review

Existing safety and accident record data for the project area available in the Los Lunas Long Range Transportation Plan was reviewed and summarized below.

Crashes

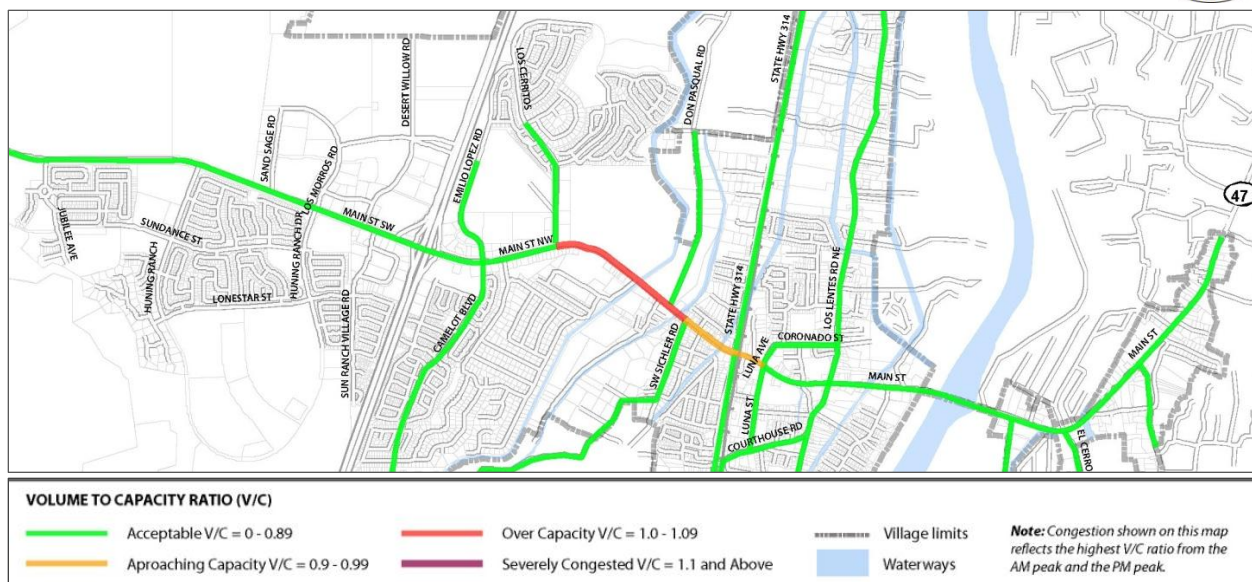
Crash data along NM 6 provided by the Mid-Region Council of Governments from 2008 to 2012 indicates a high amount of intersection crashes within the corridor. Most significantly the NM 6 and NM 314 intersection, a primary intersection for this CMP, has one of the highest crash rates along the corridor. Intersection crashes are common in congested corridors, a significant issue discussed below.



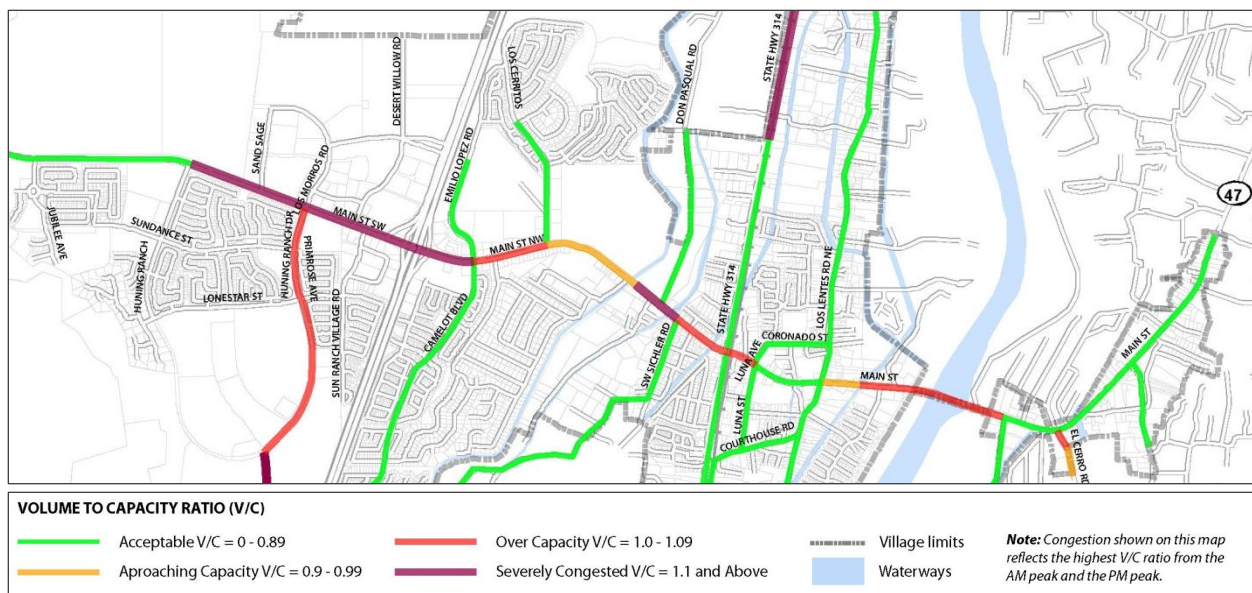
–2008-2012 Intersection Crash Data along NM 6

Level of Service

Congestion is a significant issue in the more urbanized section of the corridor along NM 6. It will be important to maintain the goals of the plan while trying to accommodate or mitigate for increased levels of traffic. The figures below show that traffic is expected to increase significantly in this corridor by 2035. This will create a challenge to maintaining the historic Village character of the byway. As such, strategies to increase the roadway's level of service and decrease intersection crashes outlined in the Los Lunas Long Range Transportation Plan should be implemented with consideration of adjacent historic properties.



2010 Network Congestion



2035 Network Congestion

Minimized Intrusions on Visitor Experience

Intrusions to the visitor experience have been minimized to the extent possible. A local historic preservation group is active in the community and works toward retaining historic structures, especially along NM 6/Main Street. The NM 314 roadway retains much of the original rural character, and the NM 6 roadway retains the rural character on the far western end at the village limits. Portions of NM 6 near the I-25 interchange and portions of NM 47 have been developed with more contemporary strip mall shopping centers and retain little of their original character. However, as a whole the corridor still conveys the feeling of historic Route 66 travel within the Village.



INTERPRETATION AND ENHANCEMENTS

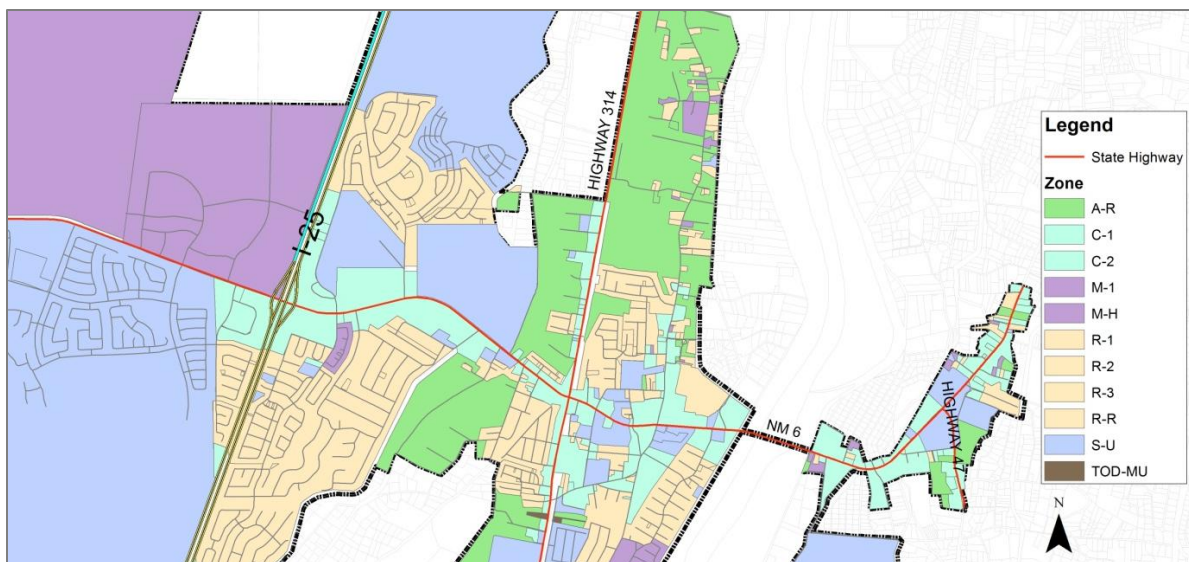
Now that the historic and cultural significance of the area has been established and features that convey these qualities have been identified, this section addresses methods of maintaining, interpreting, and enhancing these qualities. Specific recommendations are provided for each area, along with possible funding opportunities and a listing of agency responsibilities for implementing recommendations.

Strategies to Maintain Intrinsic Qualities

Strategies to maintain the existing qualities involve zoning regulations, outdoor advertising laws, and flexibility in roadway design criteria. These elements are each discussed below.

Village Zoning Regulations

While a portion of the corridor along NM 314 is zoned agricultural (A-R), the majority of properties are zoned commercial (C-1, C-2) or special use (S-U), which is consistent with existing land use. Since a substantial portion of the scenic byway travels through an urban corridor, minimizing urban challenges such as traffic and signage intrusion should be a consideration for future development.



Los Lunas Zoning Map

In addition, the Los Lunas Village Municipal Code allows variances from zoning requirements for historic properties in order to shelter them from the affects of urban development. "Variances may be issued for the repair or rehabilitation of historic structures upon a determination that the proposed repair or rehabilitation will not preclude the structure's continued designation as a historic structure and the variance is



the minimum necessary to preserve the historic character and design of the structure.”
(section 15.24.160 of the Los Lunas Municipal Code)

Compliance with Outdoor Advertising Laws

Title 23 of the United States Code (USC), Control of Outdoor Advertising, states that if a State has a scenic byway program, the State may not allow new signs along a scenic byway with the following exceptions:

- Signs that pertain to natural wonders, scenic, and historical attractions, or are landmarks in and of themselves
- Advertisement for the sale or lease of property upon which they are located or activities conducted on the property on which they are located
- Advertisements for free coffee to individuals traveling on the Interstate system



*Village of Los Lunas
welcome sign*

At a local level, the Los Lunas municipal code regulates signage within the corridor in order to “Promote and protect the small town atmosphere and historic character of the village while enhancing current commercial development and encouraging new commercial development” (section 17.56.010 of the Los Lunas Municipal Code). Therefore it regulates projecting signs to be “in keeping with the Village's historic Route 66 heritage” (section 17.56.120 of the Los Lunas Municipal Code).

Design Standards for Roadway Modifications

Often historic roads require adjustments such as wider lanes, shoulder additions, and alignment changes to accommodate modern and increased traffic. However, retaining the historic and scenic qualities of the roadway should be a primary consideration when completing regular roadway maintenance or designing improvements to address concerns such as the level of service and intersection crashes described above.

The discussion below identifies areas of flexibility in the American Association of State Highway Transportation Officials (AASHTO) design guidelines and NMDOT Standard Specifications for Highway and Bridge Design, particularly in regards to common roadway elements such lane width, shoulders, culverts, guardrails, and signs.

Lane Width

Lane width is a common consideration in roadway projects. While modern guidelines often call for 12-foot lanes, this was not common until the mid 1940s and narrower lanes



Weathered metal guardrail.

may well be present on older roads. The AASHTO policy on lane width indicates a level of flexibility with a standard recommended lane width between 9 and 12 feet. While 12-foot lanes are often perceived as safer, AASHTO acknowledges instances such as

pedestrian crossings, low speed facilities, and right-of-way constraints, can allow for a narrower facility. In these instances, the addition of narrow road warning signs or reduced speeds may be considered when appropriate.

In some instances, the addition of guardrail can also reduce the need to widen travel lanes or shoulders. When guardrail is installed along the corridor, a weathered option such as CorTen steel can provide an economical option that blends well with the landscape in more rural locations.

Shoulders

Shoulders are another common design element that can increase the visual impact of roadway widening and cause conflicts with adjacent properties in areas with limited right-of-way. AASHTO recommends a shoulder width between 2 and 10 feet depending on the design speed of the road. AASHTO also states “although it is desirable that a shoulder be wide enough for a vehicle to be driven completely off the traveled way, narrower shoulders are better than none at all” (AASHTO 2011:4-11).

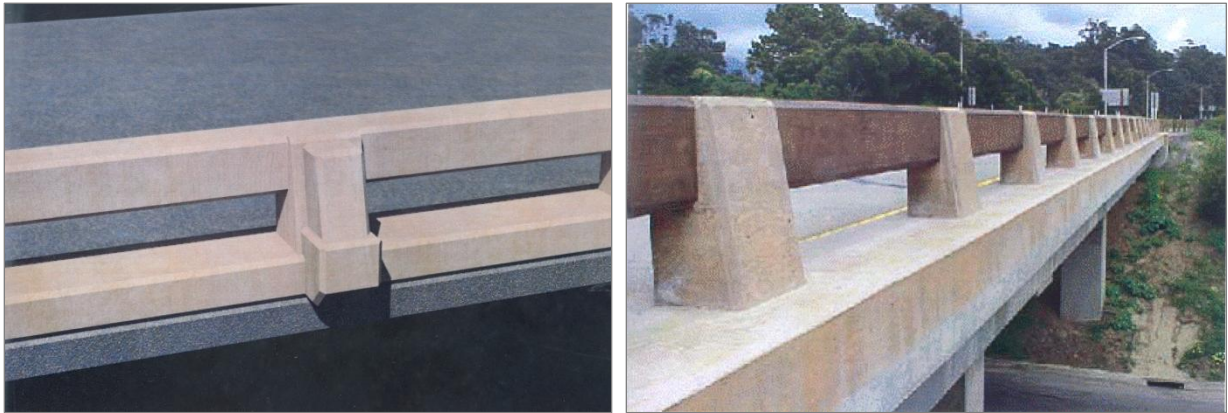
In order to accommodate bicyclists, 4-foot shoulder is the minimum AASHTO recommendation. However, this needs to be 4 feet of usable space. Rumble strips are often indented into shoulders to alert drivers that have veered from the travel lane. These strips reduce the amount of usable space for cyclists and, if installed, should be in addition to the 4-foot minimum shoulder.

Bridges and Culverts

The main bridge of concern in the project area is the Rio Grande crossing. While the Rio Grande crossing is consistent with the historic roadway alignment, the structure itself was replaced in recent years and is not an historic feature. However, the crossing is still a contributing element to the setting and feeling of the byway. As such, aesthetic considerations should be taken into account when future bridge work is needed. Aesthetic treatments should focus on the bridge railing as it is the most noticeable



element to the traveling public. Railing options such as those shown below have common construction methods with costs comparable to standard modern railing.



Aesthetic Bridge Rail Options

Several concrete culverts are located along the byway. These culverts are often historic and should be considered in roadway projects. As the roadway widens, culverts are often widened as well. However, avoidance, rather than widening is often an option. Reducing the shoulder width for short periods in areas where culverts exist can narrow the road and avoid historic culverts. This option also provides a cost savings in not having to extend the culverts.

In cases where the road cannot be narrowed, concrete culverts can be extended. Extensions can usually be accommodated with similar materials since concrete culverts are still a common element in today's roadway design. Culvert replacement should be undertaken only when absolutely necessary such as when a culvert is structurally failing. In such cases, the culverts should be replaced with similar materials rather than a different material such as corrugated metal.

Strategies to Interpret and Enhance Intrinsic Qualities

Following is a set of recommended projects and activities to further enhance and interpret the qualities that define the corridor and identify Los Lunas as a Route 66 destination. This set of general strategies is followed by a plan for signage and positioning the byway for marketing.

Interpretation and Enhancement

Interpreting and enhancing the intrinsic qualities of the Route 66 Scenic Byway in Los Lunas will encourage tourism in the Village and establish Los Lunas as a unique Route 66 destination. Following are specific recommendations to achieve this goal.



NM 6/NM 314 Intersection

This intersection is at the heart of the historic Village of Los Lunas as well as the heart of the Route 66 Scenic Byways. It provides access to the most significant of the Village's historic structures (the Otero Station, the Luna Mansion, etc.), as well as cultural qualities and scenic qualities (the acequia and railroad lines). In addition, this intersection has a relatively poor level of service and a large number of crashes.

It is recommended that the intersection at NM 6 and NM 314 be improved to have a more pedestrian friendly sidewalk design and pavement that will emphasize the scenic qualities at this intersection. Further study and analysis should be conducted at the intersection with regards to widening, adding turn lanes, and sidewalk improvement.

To the extent possible, adverse impacts to historic properties should be avoided. If necessary, mitigations such as a minor relocation of the stone wall in front of the Luna Mansion should be considered. Additional elements of this plan, such as minimizing driving lane widths, improved sidewalks and pedestrian paths, and lighting in keeping with the scenic qualities of the corridor should also be considered. It is important to coordinate intersection improvements with the Los Lunas Transportation Plan. Improvements to other roadways in the Village grid should be encouraged to alleviate traffic on NM 6.

Anchor Properties and Pocket Parks

It is recommended that the Village consider purchasing key properties whose rehabilitation and adapted reuse would greatly contribute to the historic aspect and scenic quality of the byway.

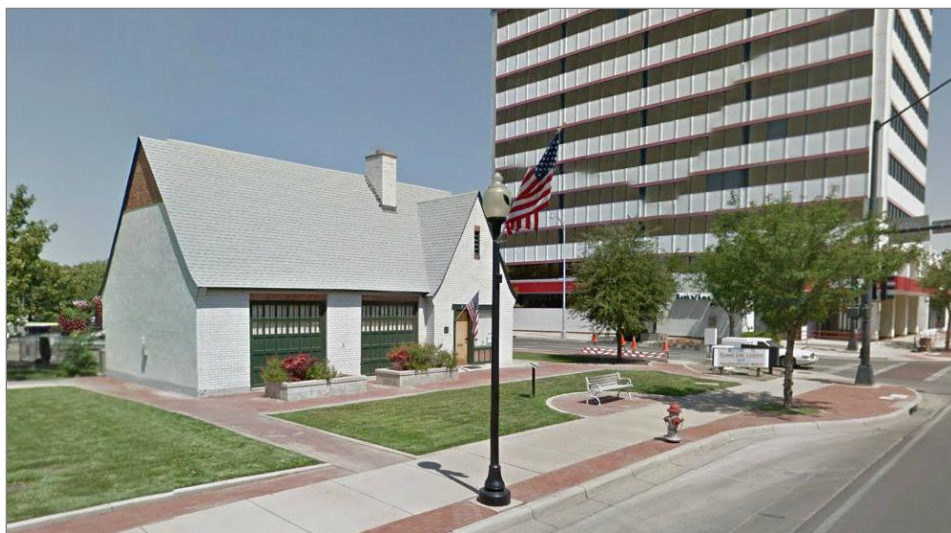
Otero Station

The Otero Station, located on the northwest corner of NM 314 and NM 6, represents a key anchor property at the heart of the Village. It was constructed in 1923 and is one of very few remaining examples within New Mexico of early gas station design which replicated domestic architecture. It is a New Mexico and Nationally registered historic property and is currently vacant and may be available for lease or purchase.



Current condition of Otero Station

The purchase of the Otero Station property is recommended so that it may be remodeled into a Welcome/Tourist Center, similar to a project completed in Roswell, New Mexico as shown in the following photograph. This could be a central location for tourists to stop, enjoy interpretive materials on display, and gather information about Route 66 within the Village of Los Lunas. The parking lot could be designed to provide a few parking spots for park-and-walk visitors interested in viewing the heart of the Village and its scenic qualities as well as its most important structures in relation to Route 66.



Old Gas Station, now a tourist information center in Roswell (photo from Google Earth)

Gallegos Property / Acoma Service Station

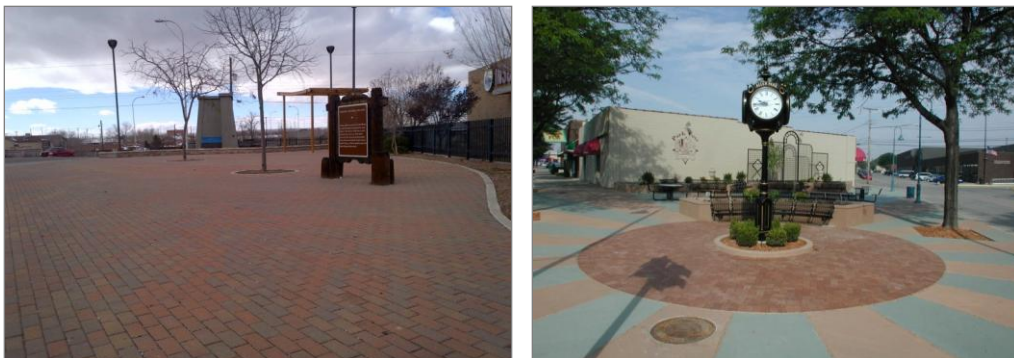
The property that was Jesus Gallegos's Acoma Service Station included a café, market, and tourist cabins is shown in the image below. The gas station and cabins were removed, however there is a remaining adobe domestic structure, which was the Gallegos home. It is recommended that the vacant lot portion of this property be procured to become the site of an interpretive pocket park which could also provide parking for tourists.



The Acoma service station owned by Jesus Gallegos included a café, grocery store, and tourist cabins.



Current condition of the former Gallegos property / Acoma Service Station.



Examples of a "pocket park".



This pocket park could include the historic fire engine and/or the historic railroad station, as was suggested at the public meeting described below. While possibly in need of some restorations, the historic fire engine in the photograph below is owned by the Village and is currently in storage at the fire department's sub-station. The railroad station shown below has been restored but is moveable and could be moved to a more visible location closer to NM 6 (historic Route 66).



This fire engine is currently stored by the Los Lunas fire department but needs renovation. It is shown here in a 1935 parade.



This restored train depot is currently located on the west side of NM 314 just south of the Transportation Center. This is not its original location and it can be moved.

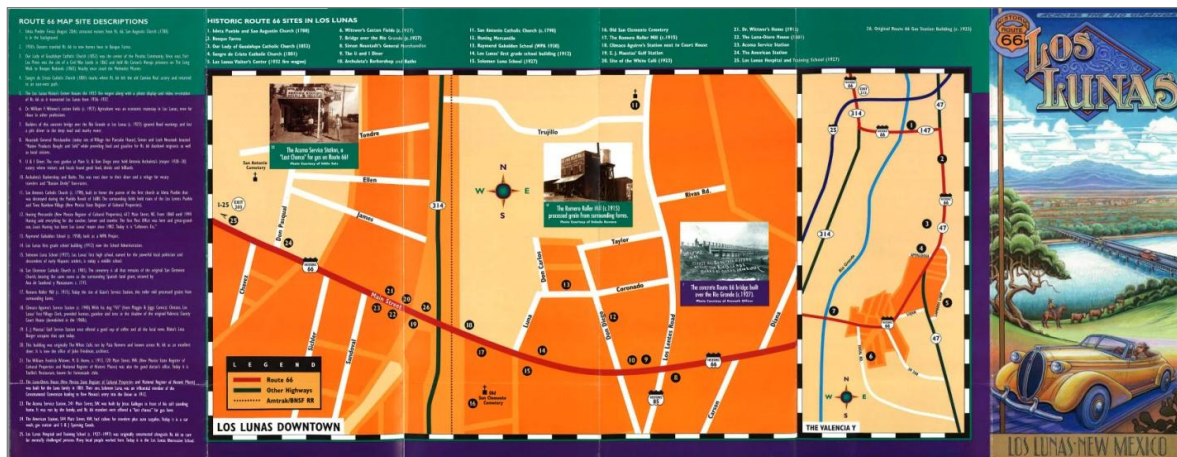
Traveling Interpretive Display

It is recommended that an interpretive/informative display that can travel to places like the Village offices, schools, museums, and Route 66 gatherings/conventions be developed. This traveling display would outline the significance of Route 66 in Los Lunas and identify important properties along the route, and typically reside at the Route 66 Visitor's Center.



Examples of temporary displays which could be housed at the visitor center as well as travel to different events.

The Village currently has a Los Lunas Historic Route 66 brochure which describes the history of the area and identifies key locations within the Village. However, some properties have been razed and the brochure should be updated by including only visible properties as well as emphasizing both historic alignments through Los Lunas.



Scenic pull-outs

To promote interaction with the Scenic Byway, scenic pull-outs could be provided at key entry locations to the Village. This plan recommends pull-outs with interpretive displays at the west end of town on NM 6. This could be combined with the existing trailhead parking. The north end of town on NM 314 also provides a good location for a scenic pull-out. An interpretive display could also be placed in Memorial Park near the Village offices. Interpretive signage could explain the Route 66 pre-1938 alignment and its significance to Los Lunas.



North end of the Village on NM 314

Pedestrian/bicycle paths

Pedestrian/bicycle paths along NM 6, NM 314, and within parks could lead to interpretive displays and signage and provide pedestrians the opportunity to explore Route 66 features. There is currently a multi-use path along the railroad tracks from the Transportation Center to the intersection of NM 6 and NM 314. This path could continue



north of the intersection, and would then provide an opportunity to interact with a scenic marker and/or interpretive signage at the northern end of the Village.

NM 6 through the NM 314 intersection is designated as a proposed bike route. Future projects could enhance bicycle safety and provide additional multi-use access to the scenic byway historic properties and interpretive signage. It is also recommended that the Village investigate the use of the historic acequia, which is a part of the cultural history of the Village, for a potential multi-use trail.

Building Rehabilitations

The proper maintenance and renovation/restoration of historic properties has proven effective in increasing tourist activity in other communities. An example of this is the restoration of a 1930s diner in Atlanta Illinois discussed below in the public/private partnership section of funding strategies. Buildings listed on the State Register of Cultural Properties or the National Register of Historic Places are the most likely candidates for financial assistance with renovations or restorations. A list of these buildings along Route 66 in Los Lunas includes:

- Otero's 66 Service Station (State and National Registers)
- Tranquilino Luna-Otero House (State and National Registers)
- Wittwer, Dr. William Frederick, House (State and National Registers)
- Romero, Paia, Café (State Register only)
- Huning Merchantile (State Register only)

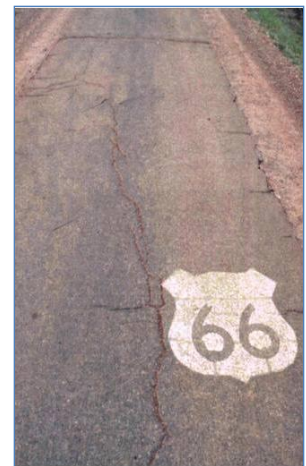
Several additional buildings along the Scenic Byway could be eligible for the New Mexico and National Registers, and the needed evaluations and documentation could be accomplished by volunteers, if available. Examples of potential properties include:

- Los Lunas Museum of Heritage and Arts (current use)
- US Post Office (original use)
- Los Lunas Middle School (original use)
- El Rancho de Valencia (current use)

Streetscape

Streetscape enhancements including refurbished sidewalks, median landscaping, and gateway treatments which should be included along the Scenic Byway include:

- A Route 66 decal symbol painted onto the roadway on NM 6 west of the interstate and on NM 314 at the north end of the Village.



Example of a Route 66 painted decal symbol

- The medians in the four lane section between the interstate and Canal Boulevard could hold a median landscaping and other Route 66 related enhancements.
- Decorative lighting similar to the street lights along the pedestrian/bicycle trail at the railroad tracks extending from the Transportation Center should be continued along NM 6 and NM 314 within the Village core.
- Gateway treatments on NM 6 east of the Interstate could include more prominent sculptures or architectural elements. These larger, more prominent features would be more consistent with the urban/developed nature of this portion of the corridor.



Example of decorative lighting



Examples of Route 66 Gateway Treatments



Examples of potential Route 66 Gateway Treatments for the Village of Los Lunas



Signage Plan to Support Visitor Experience

The visitor experience can be greatly enhanced through signage, both in terms of interpretive displays and in efforts to reduce unnecessary, confusing, or tacky signs for advertising or roadway information. Some specific considerations are provided below.

Signage at Historic Structures

“The New Mexico Historic Preservation Division (HPD) encourages owners of properties listed in the National Register of Historic Places to display a plaque as a means of recognizing the significance of their property and the work of the National Register program. Plaques, however, are not a requirement of HPD or the National Park Service.” (<http://nmhistoricpreservation.org/programs/registers.html>)

Plaques for specific historic buildings are privately funded by the property owner, but the New Mexico Historic Preservation Division will assist with the wording, and will provide a list of vendors who are experienced producers of National Register plaques. The Village should encourage private property owners to install identifying plaques that mark the property as Nationally Registered and as a Route 66 Scenic Byway resource.

Signage along Route

Portions of the route are already signed with the brown “Route 66” signs and noted as a pre-1937 alignment. This signage could be extended along the remainder of NM 6 and NM 314 within the Village.

Another consideration is minimizing the visual clutter of additional roadway signage. It is important to minimize the amount of signs in order to preserve views and the feeling of early automotive travel. This was a consideration for an NMDOT project north of Santa Fe along NM 300. For that project, the NMDOT conducted a signing analysis and found that they were able to reduce the square footage of roadway signs from an originally proposed 300 square feet down to 200 square feet. Similar considerations and analysis should be undertaken on future projects along the scenic byway.



Example of route signage



Example of interpretive signage and scenic pullout



Outdoor Displays

Outdoor displays could involve interpretive signage at key locations or Official Historic Scenic Markers as defined and administered by HPD. The location along NM 314 at the north end of the village would be ideal. The east side of the road, between the roadway and railroad would provide an example for how early highway followed previously established railroad alignments. This could be developed in conjunction with a scenic pull out.

Position Byway for Marketing

This strategy is designed to increase awareness of Los Lunas as a Route 66 destination and position the Village for increased tourist activity in the future. Specific recommendations, including a webpage, mobile application, and events are described below.

Webpage

It is recommended that a webpage be created for the Village of Los Lunas Route 66 Scenic Byway. The webpage could be embedded in the existing Los Lunas webpage or could be a stand-alone effort. At a minimum, this webpage should contain the following items:

- History of Route 66 in the Village of Los Lunas
- Updated brochure electronic copy (pdf)
- Photos of historic and current properties
- Los Lunas has a video promoting Route 66 within the Village. This video should be updated as needed, converted to a format compatible with YouTube and then uploaded to YouTube. The YouTube link can then be added to various websites as described below.
- “Virtual Tour” of the core project area, intersection of NM6 and NM 314

This webpage should be linked to websites that discuss Route 66, Scenic Byways, or tourism in the area, such as

- Village of Los Lunas website: <http://www.loslunasnm.gov/>
- Rt 66 websites: <http://www.rt66nm.org/>
- New Mexico Scenic Byways websites: <http://dot.state.nm.us/en/byways.html>
- New Mexico tourism websites: <http://www.newmexico.org/>
- New Mexico True list of scenic byways: <http://www.newmexico.org/scenic-byways/>
- YouTube: <https://www.youtube.com/>

Mobile Phone Application

It is recommended that the Village add to its current “Stay, Eat, Play” Mobile Phone Application. Additional functions could guide Route 66 Scenic Byway travelers to points of interest in Los Lunas.



Events

Certain events related to Route 66 should be publicized and could be organized to pay for themselves. Such as the “Bunion Derby” which could be re-instated and re-interpreted to a modern shorter version that travels through Los Lunas. Additionally, the Village should be prepared to attend Route 66 gatherings or other events that emphasize historic automotive travel around the state. The traveling display described earlier could be utilized at these events.

Branding Consistency

Marketing strategies and website designs will complement the Village’s branding efforts and will carry updated Village logos. This would be incorporated into updated brochures websites, and interpretive displays.



Small Community · Big Possibilities



Village of Los Lunas Branding



A summary of recommended treatments and their location is presented in the following figure.



Strategies to Interpret and Enhance Intrinsic Qualities: Graphic Summary of Treatment Recommendations



Strategies for Funding

This section discusses grant opportunities and potential funding sources for the various projects described above.

Route 66 Corridor Preservation Grants

This program is administered by the National Park Service (NPS) and provides financial assistance through competitive cost-share grants for the preservation of significant and representative buildings, structures, road segments, and cultural landscapes along Route 66.

Grant applicants may apply for funds in amounts between \$5,000 and \$30,000 with a 1:1 financial match requirement. Funding can be used for various building and structure rehabilitation activities as well as planning, research, interpretation, or public outreach.

Potential projects within the scenic by way corridor include:

- Rehabilitation of historic buildings
- Development of a mobile Route 66 display
- Updating the Route 66 Brochure and video

For additional information, the current contact at NPS is Kaisa Barthuli, (505) 988-6701, kaisa_barthuli@nps.gov.

The New Mexico Historic Preservation Tax Credit Program

This program was established in 1984 to encourage restoration, rehabilitation and preservation of historic properties. This state income tax credit is available to owners or long-term lessees of historic structures who complete qualified, pre-approved rehabilitations of historic structures. The maximum amount of project expenses eligible for the tax credit is \$50,000 and the maximum credit is 50% of eligible costs (or \$25,000).

Potential projects within the scenic by way corridor include rehabilitation of:

- Huning Merchantile and House (State Register only)
- Luna-Otero, Tranquilino, House (State and National Registers)
- Otero's 66 Service Station (State and National Registers)
- Romero, Paia, Café (State Register only)
- Wittwer, Dr. William Frederick, House (State and National Registers)

For additional information, the current contact at the HPD is Harvey Kaplan (505) 827-3971, harvey.kaplan@state.nm.us.



Federal Tax Credit Program

The HPD administers the Historic Preservation Tax Incentives Program in cooperation with NPS. The building must be individually listed in or contribute to a historic district listed in the National Register of Historic Places and the project must be an income producing property. The work must conform to the Secretary of the Interior's Standards for Rehabilitation as interpreted by the NPS.

(<http://www.nps.gov/tps/standards/rehabilitation.htm>)

The program generally allows up to 20% of the eligible costs of rehabilitation work to be credited against Federal income taxes with eligible expenses equal to the adjusted base of the property (subtracting the value of the land from the value of the property).

While projects that meet the criteria for federal tax credit will most likely meet those for the state rehabilitation tax credit described above, the programs are different and require separate applications.

For additional information, the current contact at HPD is Harvey Kaplan (505) 827-3971, harvey.kaplan@state.nm.us.

The Historic Preservation Loan Fund

With this program, funds administered by HPD are made available for loans to help finance rehabilitation of historic properties. Like the state tax credit program, the loan fund is available for properties listed in the State Register and repairs must meet the Secretary of the Interior's Standards for Rehabilitation. The maximum loan amount is \$200,000 with a five-year maximum term and a set interest rate of 3%.

Potential projects within the scenic byway corridor include the buildings identified above under the Tax Credit Program. For additional information, the current contact at HPD is Harvey Kaplan (505) 827-3971, harvey.kaplan@state.nm.us.

Transportation Alternatives Program (TAP)

MAP-21 established this new program, the Transportation Alternatives Program (TAP), to provide for a variety of alternative transportation projects. The TAP replaces the funding from pre-MAP-21 programs including Transportation Enhancements, Recreational Trails, and Safe Routes to School, wrapping them into a single funding source.

The TAP provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation, recreational trail program projects, safe routes to school projects, and projects for planning, designing, or



constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways. Funds may be used for projects or activities that are related to surface transportation and described in the definition of "Transportation Alternatives."

The NMDOT selects the projects through a competitive process. Potential projects within the scenic byway include:

- Construction of turnouts, overlooks, and viewing areas
- Planning, design, and construction of non-motorized paths or trails
- Reconstruction and rehabilitation of existing non-motorized paths or trails (excludes routine maintenance)

For additional information, the current contact at NMDOT is Rosa Kozub (505) 476-3742, rosa.kozub@state.nm.us.

Public Private Partnership

A public-private partnership is funded and operated through a partnership of government and one or more of the private sector from individual homeowners to corporations. The historic structures in Los Lunas as outlined above are privately owned and therefore private-public partnerships should be encouraged and nurtured to maintain the properties. The Village of Los Lunas should be proactive in pursuing public private partnerships to facilitate the plan goals.

In Atlanta, Illinois, a Route 66-era diner was restored with the result of a 43% increase in sales tax revenue. The momentum from this restoration also led to the development of a "pocket park" that provided interpretive Route 66 signage on a small parcel of vacant land in the community (http://youtube.com/watch?v=WP46Wu1C_0Y).

Certified Local Government (CLG) Grant

This program was established to assist local governments with integrating historic preservation at the local level. It is a partnership between a local or county unit of government, HPD, and the NPS. Each local community works through a certification process to become recognized as a Certified Local Government (CLG). Each year 10% of the Historic Preservation Fund described above is set aside specifically for local governments. The projected amount available for 2015 is \$78,000.

For additional information on the CLG program, the current contact at HPD is Karla McWilliams, (505) 827-4451, Karla.mcwilliams@state.nm.us



Preserve America Community Grant

Preserve America is a national program that provides funding to designated Preserve America Communities. While separate from the Certified Local Government (CLG) program, it is easier to become a Preserve America Community once one is already designated a CLG. And similar to the CLG program, being a Preserve America Community opens up eligibility for grant opportunities. For additional information, refer to:

<http://www.nps.gov/preservation-grants/PreserveAmerica/>

Responsibilities and Schedule for Implementation

This document provides a menu of treatment options to preserve and enhance the character-defining elements of the byway. It is intended as a resource for Los Lunas officials to seek funding for individual projects and to consider when addressing other transportation needs within the corridor that may affect the Route 66 Scenic Byway. Specific schedules will be developed on a project by project basis. The following is a list of agency and stakeholder responsibilities for implementing this CMP.



| <i>State of New Mexico Agencies</i> | | |
|--|--|---|
| <i>Agency</i> | <i>Contact</i> | <i>Role</i> |
| Historic Preservation Division (HPD) | Jeff Papas, Ph.D. | <i>Administer some grants and consult on potential impacts to historic properties</i> |
| National Park Service (NPS) | Kaisa Barthuli | <i>Administer Funds and consult on preservation and project implementation</i> |
| New Mexico Department of Transportation (NMDOT) | Rosa Kozub, Ray Chavez | <i>Administer funds and oversee roadway work</i> |
| Federal Highway Administration (FHWA) | J. Don Martinez | <i>Administer Funds</i> |
| <i>Local Agencies and Citizen Committees</i> | | |
| <i>Agency</i> | <i>Contact</i> | <i>Role</i> |
| Village of Los Lunas | Nathaniel Feddes, Special Projects Planner Michael Jaramillo, Parks & Rec | <i>Project proponents</i> <i>Enforce local zoning and historic overlay regulations</i> |
| Valencia County | Peggy Carabajal, County Clerk | <i>Potential collaboration</i> |
| Los Lunas Museum of Heritage and Arts | Cynthia J Shetter, Director of the Los Lunas Public Library | <i>Support and advocate for preservation and enhancement</i> |
| Valencia County Historical Society | Baldwin G Burr, President | <i>Support and advocate for preservation and enhancement</i> |
| <i>Private Property Owners</i> | | |
| <i>Agency</i> | <i>Contact</i> | <i>Role</i> |
| Luna Mansion | Thomas Padicca | <i>Maintain and enhance property.</i> |
| Otero | Owner Unknown | <i>Maintain and enhance property</i> |



PUBLIC PARTICIPATION

A public meeting was held on Tuesday, January 27th, 2015 at the Los Lunas Transportation Center. The preliminary findings and recommendations of the plan were presented and public comments were solicited. A summary of the comments recorded at the meeting are:

- Collaborative promotion should be considered with other towns on the Route 66 'S' Alignment such as Santa Fe and Bernalillo. It could potentially be marketed as 'The Road Forgotten' or promoted as being part of The Grapes of Wrath.
- Bring back the 'Bunion Race' which was a long distance trans-continental race that stopped in Los Lunas. It is recommended that other races (such as between Laguna and Los Lunas) be organized to promote the Scenic Byway in Los Lunas.
- The Route 66 Scenic Byway should be promoted on the website, at the Visitor Center, and at the Heritage Museum.
- There should be more tourist parking available near the Otero Station and Gallegos House. It would be good to make the Otero Station a tourist center and provide a couple parking spaces.
- How does this Corridor Management Plan complement other plans. *Answer:* this plan shall not contradict any of the Village's higher level plans. It provides a toolbox of ideas regarding the Route 66 Scenic Byway Corridor but all other Village plans shall be regarded.
- The Luna Mansion representative spoke in support of developing the adjacent vacant historic Gallegos property for an interpretive park or tourist parking.
- The old historic railroad depot currently placed on NM 314 south of NM 6 could be relocated closer to downtown so that it can contribute to the historic aspect of the Route 66 Scenic Byway (perhaps in the pocket park).
- Would it be beneficial to have a pedestrian bridge over NM6? *Answer:* Unfortunately pedestrian bridges are not often used if the pedestrian has an at-grade option due to the difficulty of climbing stairs. An overpass could also conflict with the historic setting of the area.
- General agreement with the purchase of the Otero station for a Visitor Center and/or Route 66 museum. Also support for the purchase of the Gallegos House/Village Inn property.

In addition to the comments above, *Patty Guggino*, a prominent local historian, submitted the following written comments for the Plan:

- Sell a DVD of the video titled "1927-1936 Historic Route 66 Pre-1937 Alignment Through Valencia County".
- Create a brochure with existing area photos next to historic photos from the 1926-1937 era.



- Collaborate with national and international car clubs to publicize Los Lunas' Route 66 alignments. Investigate "Cruising South 66".
- Publicize "The Great Race" which will pass through Los Lunas on June 24, 2015 (www.greatrace.com)
- Re-paint large Route 66 emblems on the roadway, and increase signage at historic buildings and locations along the roadway.
- Re-instate a "Bunion Derby", traditionally a transcontinental pedestrian race that went through Los Lunas, which could be shortened to be from Isleta to Los Lunas, possibly including bicyclists.
- Restore the 1930s-era fire truck which is currently in storage with the fire department.
- Move the historic train depot closer to NM 6/Route 66 near the railroad tracks.
- Create a visitor center on the Route 66 Scenic Byway; potentially at the old Gallegos house or Otero Gas Station
- There are many oral histories at the Los Lunas Museum that include Route 66. (These could be advertised on the website and/or brochure.)
- Other historic properties in Los Lunas that should be recognized:
 - The Augustin Archuleta Building (Los Lunas Museum of Heritage and Arts) (built by WPA)
 - Raymond Gabaldon School (built by WPA)
 - Los Lunas Hospital & Training School building and grounds (1928)
 - The original San Clemente graveyard

Additional public outreach will be conducted in support of individual projects and initiatives as they are developed.

SUMMARY

This CMP provides a toolbox of options for the Village of Los Lunas to preserve and enhance intrinsic Route 66 qualities and encourage tourism and economic development. It describes the existing condition of the corridor, identifies opportunities for preservation and enhancement of the byway, describes potential funding options, and outlines agency and stakeholder roles and responsibilities for implementing projects. Public input was also central to developing this CMP and will continue as individual projects are advanced.

Route 66 through Los Lunas provides the traveler with a unique opportunity to experience an original alignment of the route that travels through an agricultural community along the Rio Grande. Major initiatives recommended to promote and enhance this experience include:



- Purchasing an anchor property such as the Otero Station or the vacant portion of the Gallegos property to be developed as a tourist information center or pocket park
- Developing a Los Lunas Route 66 website and mobile application
- Updating existing materials such as the Los Lunas Route 66 brochure and video
- Developing the scenic byway with pedestrian friendly amenities, streetscapes, and decorative lighting
- Appropriately signing the corridor as historic Route 66 and providing interpretive displays

Funding opportunities for these enhancements include the Route 66 Preservation Program, various state and federal programs for grants, tax breaks, and loans, and transportation funding programs provided in the MAP-21 highway authorization legislation.

Public involvement showed strong support for the recommendations presented in this CMP, especially for developing an anchor property. Additional ideas were also presented, and incorporated into this CMP, including utilizing the historic fire engine and train depot, and re-establishing a portion of the Bunion Derby.

The Village can now use this planning document as a foundation for prioritizing, funding, and developing enhancement projects throughout the scenic byway.



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- 2003 *Route 66 Through New Mexico: Re-survey Report*. New Mexico Historic Preservation Division, Santa Fe.

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https://www.municode.com/library/nm/los_lunas/codes/code_of_ordinances

National Historic Route 66 Federation

- 2006 History of Route 66, Why is this road so important to America?
<http://www.national66.com/66.com/66hstry.html>

New Mexico Highway Journal. Various issues 1915-1931. In 1931, the *New Mexico Highway Journal* was integrated into *New Mexico*, which subsequently became the *New Mexico Magazine*.

Wallis, Michael

- 1990 *Route 66: the Mother Road*. Saint Martin's Press, New York

Wilson, L.D.

- 1956 *State of New Mexico Biennial Report of the Chief Highway Engineer*. MS. On file at the New Mexico Department of Transportation, Santa Fe.



ADDITIONAL SOURCES

Certified Local Governments

National Park Service, Certified Local Government Program - <http://www.nps.gov/clg/>

New Mexico Historic Preservation Division, Certified Local Government Program - <http://www.nmhistoricpreservation.org/programs/clg.html>

Los Lunas Museum of Heritage and Arts

<http://www.loslunasnm.gov/index.aspx?nid=104>

National Trust for Historic Preservation, Southwest Intervention Fund

<http://www.preservationnation.org/resources/find-funding/special-funds/swi.html>

New Mexico Historic Preservation Division (HPD)

Forms & Documents, Rules and Regulations - <http://www.nmhistoricpreservation.org/documents/rules-and-regulations.html>

Listed State and National Register Properties by Name -

[http://www.nmhistoricpreservation.org/assets/files/registers/2012%20Report %20Section%201 %20Arranged%20by%20Name.pdf](http://www.nmhistoricpreservation.org/assets/files/registers/2012%20Report%20Section%201%20Arranged%20by%20Name.pdf)

Preservation Tax Credits: <http://www.nmhistoricpreservation.org/>

Register of Cultural Properties - <http://www.nmhistoricpreservation.org/programs/registers.html>

Staff - <http://www.nmhistoricpreservation.org/about/staff-list.html>

State and Federal Financial Incentives - <http://www.nmhistoricpreservation.org/programs/tax-credits.html>

Preserve America Communities

National Park Service, Preserve America Grants - <http://www.nps.gov/preservation-grants/PreserveAmerica/>

Preserve America Communities Program 2015 Community Application -

<http://www.preserveamerica.gov/communities-form.pdf>

Scenic Byways:

National Scenic Byways Guide, 2002 - http://www.nps.gov/transportation/pdfs/scenic_byways_guide.pdf

National Scenic Byways Legislation - http://www.fhwa.dot.gov/hep/scenic_byways/us_code.cfm#advertising

Outdoor Advertising -

http://www.fhwa.dot.gov/hep/scenic_byways/coordinator_orientation/component_4_advertising.cfm

Outdoor Advertising Control - http://www.fhwa.dot.gov/real_estate/oac/index.cfm

Transportation Alternatives Program (TAP)

Factsheet - <https://www.fhwa.dot.gov/map21/factsheets/tap.cfm>

Guidance - <http://www.fhwa.dot.gov/map21/guidance/guidetap.cfm>

Questions & Answers - <https://www.fhwa.dot.gov/map21/qandas/qatap.cfm>

Selection Guide FFY 2016 and FFY 2017, NMDOT -

http://dot.state.nm.us/content/dam/nmdot/planning/NMDOT_TAP_Guide%20FINAL_FFY16&17.pdf

